



Transportation Commission Study Session

DATE: July 7, 2016

TO: Chair Zahn and Members of the Transportation Commission

FROM: Michael Ingram, Senior Transportation Planner

SUBJECT: Review of City requirements for Transportation Management Programs at large real estate developments

DIRECTION REQUESTED

Action

X Discussion

X Information

Staff will continue discussion with the Transportation Commission on the review of city requirements for Transportation Management Programs at large real estate developments. Primary elements to be addressed at this meeting include,

- a. Alternatives for code revision
- b. Threshold sizes for developments affected by TMP requirements
- c. Stakeholder outreach process – Online Open House

Commission input is sought regarding the alternatives for code revision, size thresholds for affected buildings and the online open house.

BACKGROUND

Note: All but the final paragraph in this Background section is repeated from the June 9 meeting packet.

Bellevue City Code section 14.60.070 requires new buildings meeting certain thresholds for size and category of use to develop and implement automobile trip reduction programs directed to tenant employees, in order to reduce transportation impacts related to development. Required elements of these Transportation Management Programs (TMPs) vary according to building size and use but often include features such as distributing transit and ride-sharing information, designating a transportation coordinator, providing preferential parking for carpools, providing financial incentives for commuters and setting up a "guaranteed ride home" program. An additional overlay of requirements applies to office buildings in downtown (BCC 14.60.080) which includes a performance standard (35% reduction in drive-alone commuting to a building over a 10-year period) and additional programmatic elements. There is also provision in the Medical Institution District section of the Land Use Code (BCC 20.25J.050) for a TMP to be

required at development in this area; the TMP may be per the requirements of BCC 14.60.070 or based on a performance standard and program features established as needed to attain the designated performance standard.

In previous meetings the Commission has received information about the origin of TMPs in Bellevue, current City code requirements for TMPs and the extent that buildings currently affected by these agreements are in compliance with their requirements. As discussed at the May 12 meeting, review of the biennial reports filed by affected buildings shows overall compliance with requirements has been increasing in recent years and now stands at 80%.

Survey results are available for 14 TMP-affected building in Downtown, showing the rate of drive-alone commuting at various points in time (the earliest dating from 1984, with the most recent surveys occurring in 2014). Analysis of these results shows an overall average reduction in drive-alone commuting of 0.9% per year for workers at these sites, a rate that compares favorably with the overall rate of change (reduction) in drive-alone commuting among all workers in Downtown, as measured by US Census and Bellevue City Mode Share surveys. (Additional detail on this analysis is included in the May 12 presentation, posted on the Transportation Commission webpage.)

Several other local jurisdictions have requirements for TMPs at large real estate developments, including Issaquah, Kirkland, Redmond and Seattle. In general, programmatic requirements at these communities are similar to the Bellevue requirements. Differences from Bellevue requirements include:

- Performance goals—expressed as maximum rate of commute trips by drive-alone mode—are in place for virtually all sites (in Bellevue, code requires a performance goal only at office buildings in Downtown).
- Performance goals are set to meet a specific target, typically keyed to an areawide target for drive-alone commuting (in contrast to the Bellevue model, which specifies a 35% reduction in drive-alone commuting from an initial baseline survey).
- Required membership in the local Transportation Management Association (Redmond and Seattle).
- Residential uses typically not affected by TMP requirements, except in limited or special circumstances (Northgate area of Seattle, in Kirkland when parking is provided at less than code requires). (Bellevue code requires a TMP at all residential sites with 100 or more units.)

Requirements at these jurisdictions, along with the Bellevue requirements, are summarized in a table attached to the May 12 memo to the Commission.

TMP requirements for trip reduction at buildings have substantial similarity to Commute Trip Reduction (CTR) requirements that apply to large employers (typically, workplaces with 100 or more employees commuting during the 6am-9am morning peak period are subject to CTR requirements). Both are regulations intended to reduce the impact of recurring, daily commute

trips on the transportation system. A table comparing the features and requirements of the two regulations was included with the May 12 memo to the Commission.

As mentioned at the meeting on May 12, CTR requirements were reviewed and updated in 2006 at the state level, with a corresponding review and adjustment to Bellevue requirements completed in 2008. The current CTR framework continues to have a designated performance target (for rate of commute trips by drive-alone mode) for each worksite. Each worksite is required to designate a Transportation Coordinator and distribute information about commute alternatives to all employees and to newly-hired employees. In addition, the City strongly encourages Transportation Coordinator attendance at initial training sessions offered for new Coordinators and at occasional workshops and networking meetings. Beyond these baseline elements, individual worksites have substantial flexibility in selecting the specific implementation activities they wish to utilize to meet their performance target. Ongoing technical assistance and measurement (survey) support is provided by the City to affected employers. To supplement the direction provided by the City code for CTR ([BCC 14.40](#)), the City maintains a [CTR Implementation Guidelines](#) document (posted on the [City CTR webpage](#)); this document can be updated administratively as needed and provides additional detail to supplement the framework provided by the City code requirements. The model used for CTR in Bellevue—in which the City code specifies the basic requirements and the Implementation Guidelines provide supplementary detail—may offer a relevant template for an updated TMP framework. (Seattle currently uses a somewhat similar model for TMPs, in which the key requirements come from City code or SEPA and a separate “[Director’s Rule](#)” document provides details on TMP development and implementation).

In late April/early May the city conducted an online survey of persons directly involved with TMP requirements or TMP implementation activities in Bellevue. An overview of the results was presented at the Commission meeting on May 12. Among respondents, a majority (71%) felt it was “appropriate” or “highly appropriate” that buildings generating significant travel demand be expected to make efforts to reduce their ongoing impacts on the transportation system. Respondents were asked about current city requirements, including the ease of implementation, the extent to which tenants appreciate the required feature/activity and the effectiveness of the activity in contributing to trip reduction. Current code elements receiving the most positive feedback were posting and distributing information and designating a Transportation Coordinator. Code elements receiving mixed feedback included provision of a guaranteed ride home, a performance goal and parking cost as a line item in tenant leases (these last two currently apply only at office buildings in Downtown). None of the current code requirements received more negative “votes” than positive votes, though the line item parking cost provision was essentially an even split. Also, it’s worth noting that the overall number of respondents was low (21 started the survey, 17 completed it). The intended audience, TMP implementers, is a fairly small population; notice of the survey was sent to 57 names on the

City's list of TMP contacts. The TMP implementers survey report is posted on the [City's TMP webpage](#).

An additional reference relevant to the current consideration of TMP requirements is the City's biennial budget survey. The most recent [2016 Bellevue Budget Survey](#) is now posted on the Finance Department section of the City website. Consistent with previous iterations of this survey, it shows Traffic and Transportation as among the top five issues residents mention when asked to identify the biggest problem facing Bellevue. Also consistent with previous iterations of this survey, the two most favored ways residents identify to manage increased traffic congestion are *improving transit service* (favored by 85%) and *encouraging people to choose alternative transportation modes* (favored by 81%). TMP conditions at buildings align with this second strategy (as does the Commute Trip Reduction program requirement that applies to large employers).

The Commission meeting on June 9 included a brief review of available literature regarding effectiveness of workplace strategies to reduce commute trips. The most effective strategies include financial incentives (e.g., provision of transit pass subsidies) and disincentives (esp. a charge for parking); these have been associated with trip reductions of up to 15-30 percent. Services to promote ridesharing (e.g., matching riders, provision of preferred parking) can have a moderate effect. Providing information and promotion of travel options will have little effect on mode shift by itself, but is considered a necessary element to creating an overall environment that supports use of alternatives to drive-alone commuting.

INFORMATION

a. Alternatives for code revision

Potential alternatives identified to date are indicated in the table below. Alternatives 3 & 4 are not mutually exclusive; if desired, they may be combined into one, at some point in this process.

5 Potential Alternatives for TMP Revision

1	No action
2	Revise code to fix elements that are dated, not working
3	a. Revise code to fix elements that are dated, not working. b. Revise, expand performance goals i. Change from % reduction in drive-alone to a specific target level ii. Apply performance goal to a broader range of sites
4	a. Revise code to fix elements that are dated, not working. b. Shift from prescriptive requirements to a flexible "menu of options" approach for implementation measures
5	Eliminate TMP code provisions

Pros and cons of these options were discussed at the June 9 meeting. Among the points discussed is that Alternative 5, Eliminate TMP code provisions, would not necessarily mean that TMPs would go away as a condition of development. The 50+ TMPs currently in effect would

not necessarily change. And, to the extent that major new development involves impacts to the transportation system, it may be necessary to take measures to mitigate those impacts. In the absence of a code framework, these measures are negotiated on a case by case basis – through the development review process, which can be time-consuming and uncertain for both the City and the developer. In addition, case by case agreements may ultimately result in variations from building to building that can complicate implementation for owners with multiple properties and complicate monitoring by the City.

Moving in the direction of Alternatives 3 and/or 4 would necessarily involve a higher level of City monitoring (to measure performance via surveys) and engagement regarding implementation measures (to work with building managers and ensure program elements are in place to reasonably achieve the target result). The framework of Alternatives 3 & 4 is essentially similar to the Commute Trip Reduction program framework that applies to large employers in Bellevue (and other cities). Based on experience with CTR worksites, the City might expect to spend nearly \$2000/year to effectively monitor and support TMP sites under the Alternative 3 + 4 framework. This is approximately 4x the current amount the City spends to monitor TMP buildings.

b. Threshold sizes for developments affected by TMP requirements

Current thresholds for TMP requirements are as low as 30,000 gross square feet for Office uses and Medical Clinics. At these levels, the only requirement in the current code is posting of information regarding ridesharing and transit and annual distribution of information to tenants (as well as to new tenants and new employees). Staff have identified some potential adjustments to thresholds for these and other TMP-affected land uses. Details of the potential adjustments are shown on the first page of Attachment 1. Eliminating the TMP conditions for smaller buildings, where the only requirement is post and distribute information, would not only reduce the number of TMP agreements that must be established and monitored, but also would recognize that certain conditions have changed since the current code was adopted (in 1995). Specifically,

- Information about travel options is more readily available, via the internet (including by smartphone)
- The City now has a robust travel options program, [Choose Your Way Bellevue](#), directed to individuals (as well as employers and property managers)

Feedback received to date in the public engagement process and from Commissioners suggests there is value in continuing to post information in buildings. However, adjusting the threshold upward to affect only larger buildings may be appropriate, in recognition of the evolving options for securing information and the costs involved with ongoing implementation (by building managers) and monitoring (by the City).

For residential buildings, the only current code requirement is to post information; this applies to buildings with 100 or more units. Adjusting the threshold upward is recommended, so that

the requirement applies only to a relatively few, very large buildings. The initial thought is to increase the threshold to 200 units. However, some investigation will be conducted to inform a fuller consideration of this question.

Additional input received from staff concerns perceived gaps in our current TMP code framework. Specifically, the City does not have a requirement that major institutions develop master plans or develop TMPs addressing their overall operations. It has also been suggested that the City might look for ways to create a broader framework or structure to support trip reduction on an areawide basis, such as in the now-developing Bel-Red area. A relevant example of the result of such an effort is in Downtown, where in the 1980s the City worked with Metro, the Bellevue Downtown Association and others to support the development of the Bellevue Transportation Management Association, TransManage, and put in place conditions to support its ongoing operation.

c. Stakeholder outreach process – Online Open House

The other key topic for consideration at the meeting on July 14 is the Online Open House. The TMP Online Open House will have similar features and a similar look and feel to the online open house that is currently underway for the City's Bellevue Way SE HOV Lane project (see, <http://bellevuewayhovopenhouse.participate.online/>; open through July 15). Content development and formatting for the TMP Online Open House is currently in progress. Staff will endeavor to have a preview of the TMP Online Open House available for review prior to the Commission meeting on July 14. Information about this preview version—if it is indeed available—will be sent to Commission Members via email a day or two prior to the meeting.

In addition to the format and content of the Online Open House, a key consideration is the audience to which the Open House should be directed (and from whom input is sought). Given the nature of the issue under consideration, the most affected population are persons involved with development and operation of buildings in Bellevue. This suggests outreach to the development community and building operators through city lists and professional organizations (e.g., BOMA, NAIOP). Staff will seek input from Commissioners regarding the audience and the outreach approach.

NEXT STEPS

Staff will finalize the TMP Online Open House in accordance with input received at the July 14 meeting. It is anticipated the Online Open House will open on or about July 20 and run for a month. Staff will compile feedback from the Open House and report to the Commission at the next meeting, on September 8. At that meeting, the Commission will be asked to recommend an alternative for the direction to take with TMP code revisions. A briefing to the City Council is scheduled for September 19, at the Council's Study Session. A Commission representative should attend this meeting and present the key points to the Council.

If you have questions or need additional information prior to the meeting on July 14, please contact me at 425-452-4166 or mingram@bellevuewa.gov.

ATTACHMENTS

1. Current TMP code requirements and potential adjustments to thresholds for requirements

14.60.070 Transportation management program.

[SHARE](#)

- A. The owner of property upon which new structural development is proposed shall, prior to any initial occupancy of any building, establish a transportation management program (TMP) to the extent required by subsection E of this section and in accordance with the provisions thereof.
- B. Existing structures are not subject to the requirements of this section except where a substantial remodel is proposed.
- C. The director shall specify the TMP submittal requirements, including type, detail, format, methodology, and number of copies, for an application subject to this section to be deemed complete and accepted for filing. The director may waive specific submittal requirements determined to be unnecessary for review of an application.
- D. For the purposes of this section, the term “employees” includes all on-site workers in buildings subject to the requirements of this section.
- E. The owner of any property for which a TMP is required shall include those components identified as requirements on the following Transportation Management Program Requirements Chart. The chart identifies the total gross square footage (for one or more structures) at which specific requirements become applicable. The requirements identified on the chart are described in subsection F of this section.

TRANSPORTATION MANAGEMENT PROGRAM REQUIREMENTS

Programmatic Requirement (1)	Office & High Technology Light Industry (2)	Mftng/Assembly (other than High Tech)	Professional Services/Medical Clinics & Other Health Care Services	Hospitals	Retail/ Mixed Retail/ Shopping Centers	Residential: Multiple Family Dwellings	Mixed Uses (3)
No requirements	Less than 30,000 gsf	Less than 50,000 gsf	Less than 30,000 gsf	Less than 80,000 gsf	Less than 60,000 gsf	Less than 100 units	(4)
Post information (See subsections (F)(1)(a) and (b))	30,000 gsf and over	50,000 gsf and over	30,000 gsf and over	80,000 gsf and over	60,000 gsf and over	100 units and over	(4)
Distribute information (See subsection (F) (2))	30,000 gsf and over	50,000 gsf and over	30,000 gsf and over	80,000 gsf and over	N/A	N/A	(4)
Provide transportation coordinator (See subsections	50,000 gsf and over	150,000 gsf and over	50,000 gsf and over	80,000 gsf and over	150,000 gsf and over	N/A	(4)

change to 200 units

change to 50,000 gsf and over

change to 150,000 gsf and over

change to 50,000 gsf and over

change to 150,000 gsf and over

(F)(3)(a) and (b))							
Provide preferential parking (See subsections (F)(4)(a), (b) and (c))	50,000 gsf and over	150,000 gsf and over	50,000 gsf and over	80,000 gsf and over	150,000 gsf and over	N/A	(4)
Provide financial incentive (See subsection (F) (5))	50,000 gsf and over	150,000 gsf and over	50,000 gsf and over	80,000 gsf and over	N/A	N/A	(4)
Provide guaranteed ride home (See subsection (F) (6))	50,000 gsf and over	150,000 gsf and over	50,000 gsf and over	80,000 gsf and over	N/A	N/A	(4)

Footnotes to Transportation Program Requirements Chart:

- (1) Specific actions that the owner of the property must take to mitigate parking and traffic impacts.
- (2) Excluding medical clinics and other health care services.
- (3) Other than mixed retail.
- (4) Requirements for mixed uses will be determined on a project basis as described in subsection (G)(1) of this section.

F. As indicated on the Transportation Management Program Requirements Chart, the property owner shall:

1. Post Information.

- a. Post ridesharing and transit information from Metro or other approved sources in a visible central location in the building, such as the lobby or other public area near the major entrance to the building on a continual basis. This requirement applies to each building in a building complex.
- b. All posting materials required by the Transportation Management Program Requirements Chart must be provided by a source approved by the director.

2. Distribute Information. Distribute ridesharing and transit information from Metro or other approved sources annually to all tenants and employees and to new tenants and new employees. Such information must identify available ridesharing and transit services.

3. Provide a Transportation Coordinator.

- a. The coordinator shall publicize the availability of ridesharing options, provide reports to the city (see subsection I of this section), act as liaison to the city, and provide ridesharing matching assistance in conjunction with Metro or a private system sponsored by the property owner as approved by the city.

b. The property owner must provide the transportation coordinator's name to the city. The coordinator must be available for meetings and training sessions conducted by the city or other agency approved by the city.

4. Provide Preferential Parking.

a. Provide specially marked parking spaces in a preferential location between 6:00 a.m. and 9:00 a.m. for each registered carpool and vanpool in which tenants and their employees participate. A preferential location includes proximity to the building and covered parking when possible.

b. Preferential parking must be enforced and monitored through on-site inspection at least three mornings a week.

c. To facilitate monitoring, carpools and vanpools must be certified by the coordinator through a registration system as approved by the city, and be recertified quarterly.

5. Provide Financial Incentive. Provide a minimum of \$15.00 per month financial incentive for employees on site who commute by carpool, vanpool or transit. The financial incentive for transit riders and Metro vanpool riders will be a discounted Metro Transit (or a comparable service) bus/vanpool pass. The financial incentive for each carpool and non-Metro vanpool participant will be a cash bonus to the participant, a coupon redeemable for gasoline, or an equivalent discount in parking charges.

6. Provide Guaranteed Ride Home. Provide a taxi scrip system of low-cost rides home for on-site employee transit riders or registered on-site employee carpools and vanpools who miss a bus or ride because of an employer requirement to work late or because of a need to leave early due to illness or home emergency.

G. Determination of Requirements for Mixed Uses. The director shall determine the transportation management program requirements for mixed uses. These requirements shall be limited to the requirements described in subsections E and F of this section. The director shall apply the requirements for the same or most similar uses as described in subsections E and F of this section.

H. Substitution of Alternate Program. With the approval of the director, an alternate transportation management program may be substituted by the property owner for those components identified as requirements in subsection F of this section if, in the judgment of the director, the alternate program is at least equal in potential benefits to the requirements in subsection F of this section.

I. Reporting Requirements. Beginning one year after the issuance of a final certificate of occupancy, and every two years thereafter for development subject to this section, the property owner shall submit a report to the director, who shall then determine compliance with this section. The report shall describe each of the required transportation management program components that were in effect for all previous years, the total number of on-site employees, the expenditures for financial incentives and guaranteed ride home, the number of bus passes sold, and the number of registered carpools and vanpools. A report form will be provided to the property owner by the city.

J. Recording. Prior to the issuance of a building permit or of any approvals made pursuant to Chapter [20.30](#) LUC, the owner of property subject to this section shall record an agreement between the city and the property owner with King County division of records and elections and with the Bellevue city clerk that requires compliance with this section by the present and future owners of the property. (Ord. [6181](#) § 2, 2014.)

14.60.080 Transportation management program – Downtown.



A. The director may require a transportation management program (TMP) for any project proposed within the downtown in order to reduce congestion, reduce peak hour trips, or implement the policies of the comprehensive plan.

B. Programmatic Requirements.

1. The owner of a building with 50,000 gross square feet or more of office shall, in addition to the programmatic elements identified in the Transportation Management Requirement Chart in BCC [14.60.070\(F\)](#), perform or cause to be performed the following elements:

- a. Commuting options information boards for each tenant with 50 or more employees.
- b. Leases in which the tenants are required to participate in periodic employee surveys.
- c. Identification of parking cost as a separate line item in such leases and a minimum rate for monthly long-term parking, not less than the cost of a current Metro two-zone pass.
- d. A personalized ridematching service for building employees to encourage carpool and vanpool formation. The ridematching service must enhance the computerized ridematching service available from Metro (or a comparable service), with personalized follow-up with individual employees.

2. Duration. The programmatic requirements shall continue for the life of the building.

C. Performance Goals.

1. The owner of a building with 50,000 gross square feet or more of office shall, as part of the TMP for the building, comply with the following performance goals:

- a. For every other year beginning with the building's first certificate of occupancy (CO) anniversary and for 10 years thereafter, the performance goals shall become more restrictive, so that by the tenth year the maximum SOV rate will be reduced by 35 percent from the CO year baseline.
- b. The city may adjust the above rates every other year based on review of current conditions in the downtown, the characteristics of the building, and other local or state regulations.
- c. These performance goals apply to present and future property owners for the life of the building.

D. Survey and Analysis Requirements.

1. Employee Survey. The property owner shall conduct a survey to determine the employee mode split. The survey must be conducted by an independent agent approved by the city. This survey shall be conducted in a manner to produce a 70 percent response rate and shall be representative of the employee population. If the response rate is less than 70 percent, all nonresponses up to 70 percent shall be considered SOV trips. The survey results shall be used as the basis for calculating performance levels. The city shall provide a survey form to the property owner.

2. Schedule of Survey. The survey is to be conducted every two years; the first survey shall be conducted one year after the issuance of the CO.

3. Analysis of Performance Goals.

a. Single-Occupancy Vehicle Use Formula:

$(NS/NT)(100) = \text{percent SOV use, where:}$

NS = number of employees who commute to work by SOV

NT = total number of employees.

E. Reporting Requirements.

1. Content of Evaluation Report. The property owner shall submit a report to the city which includes the following elements:
 - a. The property owner's compliance with the performance goals listed in subsection C of this section, including the number of HOV spaces, their location, how HOV spaces are monitored, loading and van parking locations, transportation coordinator activities, the number and location of commuter information centers and employer commuter options boards, an example of lease language, past and current parking costs and ridematch activities.
 - b. The results of the employee survey, including the survey procedures and the percent SOV use by employees.
 - c. Any nonrequired activities undertaken by the property owner to encourage HOV and transit use or any unusual circumstances which have affected SOV use.

The city will provide a report form to the property owner.

2. Reporting Schedule. An initial action plan for implementing the TMP shall be submitted within six months of the issuance of the temporary certificate of occupancy. The action plan shall describe transportation management techniques that the property owner will use to encourage HOV use by employees and reduce peak period vehicle trips as necessary to meet the performance goals. City staff will be available to assist in the development of the action plan. The evaluation reports shall occur by building's first CO anniversary, and every two years thereafter.

F. Failure to Meet Performance Goals.

1. Remedies. If the city determines that the property owner has failed to meet the performance goals of subsection C of this section, the property owner shall comply with the action plan, employee survey and reporting requirements as set forth below.
2. Action Plan Requirement.
 - a. Plan Required. If the property owner fails to meet the performance goals, the property owner shall prepare, submit to the city and implement an action plan to meet the performance goals within one year.
 - b. Adequacy of Plan. The property owner will be allowed flexibility in developing the action plan subject to city review and approval, which approval shall not be unreasonably withheld. As a guide to this review, the city will evaluate the following:
 - i. The relationship of the number of employees that would be affected by the plan actions to the size of the deficiency which must be reduced.
 - ii. The effectiveness of proposed actions as they have been applied elsewhere in comparable settings.
 - iii. The schedule for implementation of the action plan and the assignment of responsibilities for each task.
3. Annual Employee Survey Requirements. An employee survey shall be conducted within one year of the date of submission of the previous report to the city. This survey shall be conducted under the same conditions and using the same methods as described in subsection (D)(1) of this section.
4. Annual Report Requirement. A report shall be submitted one year after the submission of the previous report. The report shall include all of the contents described in subsection (E)(1) of this section, and in addition shall include descriptions of:
 - a. Implementation of the action plan, including expenditures; and

b. Summary of effectiveness of elements of the action plan.

5. Duration. The property owner shall comply with the action plan, the annual survey and the annual report requirements every year that the property owner fails to meet the performance goals up to a maximum of six years after submission of the first report.

6. Assurance Device. In the event of a failure by the property owner to meet the performance goals, the property owner shall provide to the city an assurance bond, or other assurance device referenced in BCC [14.60.021](#)(C), at the property owner's option, securing any financial incentives prescribed in an action plan. The assurance device shall equal the cost of the maximum incentive levels which could be required for the following year as referenced in the action plan. The amount of the assurance device shall be determined when the level of activity is determined on the action plan. The assurance device shall be issued not later than 60 days after this determination.

G. Violations. The property owner shall be in violation of the requirements of this section if he/she fails to:

1. Comply with the programmatic requirements of subsection (B)(1) of this section; or
 2. Comply with the reporting requirements of subsection E of this section; or
 3. Submit the required action plans required in subsection (F)(2) of this section; or
 4. Implement the required action plans required in subsection (F)(2) of this section; or
 5. Conduct the required employee survey of subsection (F)(3) of this section. (Ord. [6181](#) § 2, 2014.)
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20.25J.050 Parking, transportation management and commute trip reduction requirements.



A. Parking.

1. The provisions of LUC [20.20.590](#), except as they conflict with this section, apply to development in the Medical Institution District.
2. Performance Standards for Parking Structures. The Director may approve a proposal for a parking structure through the Design Review process of LUC 20.25J.015.B. The Director may approve the parking structure only if:
 - a. Driveway openings from public rights-of-way are limited and the number of access lanes in each opening are minimized.
 - b. The structure exhibits a horizontal, rather than sloping, building line, as viewed from 116th Ave. NE and NE 12th Street.
 - c. The dimension of the parking structure abutting pedestrian areas is minimized. If a parking structure abutting pedestrian areas is necessary for functional reasons, mitigation shall be provided through the addition of planting, modulation, materials variation, artwork or other features that would cover at least 50 percent of the parking structure facade area unless a smaller coverage area is approved through a Master Development Plan or Design Review where Master Development Plan approval is not required.
 - d. The parking structure complies with the requirements of the Design Review Guidelines of LUC [20.25J.080](#).
 - e. A wall or other screening of sufficient height to screen parked vehicles from views from adjoining rights-of-way and which exhibits a visually pleasing character is provided at all above-ground levels of the structure.
 - f. Safe pedestrian connection between the parking structure and the principal use exists.
 - g. Loading areas are provided for vanpools/carpools.
 - h. Vehicle height clearances for structured parking must be at least seven and one-half feet for the entry level to accommodate vanpool parking.
 - i. For all uses, no more than 25 percent of the required parking spaces may be designed and constructed in accordance with the dimensions for compact stalls provided in LUC 20.20.590.K.11.

B. Transportation Management Program.

The requirements of BCC [14.60.070](#) (Transportation Management Program) must be met as part of the Master Development Plan or Design Review where Master Development Plan approval is not required. An alternative TMP may be required by the City and/or proposed by the applicant, whereby a performance standard is designated and program features to attain this performance standard are established. Such program features may include special site design features, annual promotion events, contracted parking enforcement, shuttle services, financial incentives to employees, and a guaranteed-ride-home program.

C. Commute Trip Reduction.

The requirements of Chapter [14.40](#) BCC must be met as part of a required Master Development Plan or Design Review where Master Development Plan approval is not required. (Ord. [5831](#), 8-4-08, § 2; Ord. [5587](#), 3-7-05, § 2)